

WRCC

News
April
2010

Publication of the Wichita Radio Control Club

AMA Club 316
IMAA Chapter 371

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Notes from the President

By Terry Grimes

Hi every one

The clubs first fun fly for the 2010 season was a great success even with the strong winds. It was great to get a large numbers of members and friends together to fly and just have fun. Due to the high winds the games were canceled but Matt Paulson landed his combat plane right on top of the target – great job Matt and no ...you do not get a prize.

The following weekend the city of Wichita and the parks dept had the grand opening of Chapin Park. And again we had a great turnout of flyers, and again we had high winds. But just like the weekend before, members and friends were flying and having a great time.

Get ready for the next WRCC fun fly coming up next month on May 15, 2010 at Chapin Park. This is the past presidents fun fly – hope for nice weather!

We have had several members ask if we could spray the flying field for weeds what do you, the members think – come to the next meeting and we can vote on it.

Terry Grimes

April Meeting

The April meeting will be on Thursday, April 29th at the Wichita Aviation Museum. The agenda will include:

- Field reports
- Event updates
- Raffle including a new Sky Raider ARF and lots of other flying essentials!
- Attendance drawing

The meeting will begin at 7:00pm.



Spring Fling Fun Fly



Special thanks to:

- Terry Grimes
- Greg Hooper

For providing photos from the event!



The House Of Balsa Dust

Vanessa CG Machine

Note : The 'Vanessa CG Machine' was I believe designed by the late Jim Archer, a modeler in the truest sense of the word "amateur", one who loves the hobby. It is offered here in memoriam to Jim so that others may benefit from his contributions to aeromodeling.

Centre of Gravity

Where it is located on your model aircraft is one of the most important factors in determining how well it flies. It is also one of the most difficult parameters to measure as anyone will attest who has tried to balance a low wing monoplane on a pair of pencils stuck in a 2 x 4.

If you want to know where the C.G. is located on almost any configuration of model plane accurately, and I mean within a sixteenth of an inch, make this device. I've been using it for many years on everything from a 1/2A two channel to a 26 pound 1/4 scale Tiger Moth. It works every time, is fairly simple to use, and it's accurate. It can be made of almost anything kicking around the workshop, a piece of 1 x 2 (or 2 x 2) wood about a foot long; a piece of 1/4 or 3/8 dowel also about a foot long; some flexible but strong rope about 1/8" in diameter; a pulley you can hook up to the ceiling (preferably over a bench where your plane can sit), and a little plumb bob.

Drill a hole parallel to the long dimension near the end of the 1 x 2. It must be snug enough so that you can just turn the dowel by hand. If it is too loose put a saw-cut through the hole and a bit beyond it, and a bolt with a wing nut (as shown in Fig. A) so that it can be adjusted by hand. A hole in the other end for the "hanging rope," a pulley, and two nails in a stud to snub the "hanging rope," and that part is ready.

Next, make two equal loops of soft rope or cord to support the model. The pair I use are 40" in circumference, and they handle most 40 to 60 size models. Cut two pieces of soft cord 40" long and tie the ends together. Pull them taut over your index fingers to make sure that the lengths are equal, and then put a drop of CA on each knot to assure they stay forever.

Now make a small plumb bob. I made one out of a 2" length of 3/8" dia. aluminum rod. I chucked it in a drill press and filed a point on one end. A small axial hole at the other end and a cross-hole made a neat place to tie a piece of string or thread. I discovered later that wallpaper stores sell cute little lead bobs that are perfect. About a foot and a half of thread tied in a slipknot will allow you to adjust the height of the plumb bob.

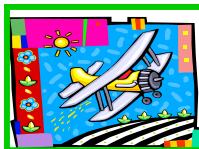
To use this marvelous device, place the model aircraft on the bench with the centre of the wing more or less below the pulley in the ceiling. Lower the dowel and support to a couple of inches above the wing. Place the 40" loops around the wing as shown in Fig. C or D, and wrap them around the dowel 4 or 5 times (same on both sides). Since the C.G. is normally well forward of the centre of the chord of the wing, there will be more weight on the forward side of the loop than the rear, and the angle of dangle will be different fore and aft. Thus the rope would like to slip forward, but the wraps around the dowel provide enough friction to prevent this. Put the plumb bob string over the dowel. Usually it is more convenient to have the plumb bob on the inside of the loop, hanging over the fuselage, or wing root.

Carefully hoist the model a couple of inches off the bench. Steady it until it reaches a state of equilibrium. By hand rotating the dowel in its hole, adjust the model to a level flight attitude. An important detail in using this device is to have the dowel parallel to the wing spar.

Adjust the slipknot on the plumb bob so that it hangs just above the model and - Voila! - It points to the Center of Gravity. Since all of the weight of the model is being supported by the dowel, the C.G. will be directly beneath the dowel (where the plumb bob is pointing).

Put a piece of masking tape on the model where the plumb bob is pointing, and mark the spot with a felt tip pen. Or better still; put the tape on before you hoist the model, mark where the C.G. should be, and then get the good/bad news

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Newsletter Submissions: Submit your stories and pictures to the WRCC News! Deadline is the 2nd Friday of each month. E-mail to newsletter@wichitaradiocontrolclub.org. Please include your contact information.

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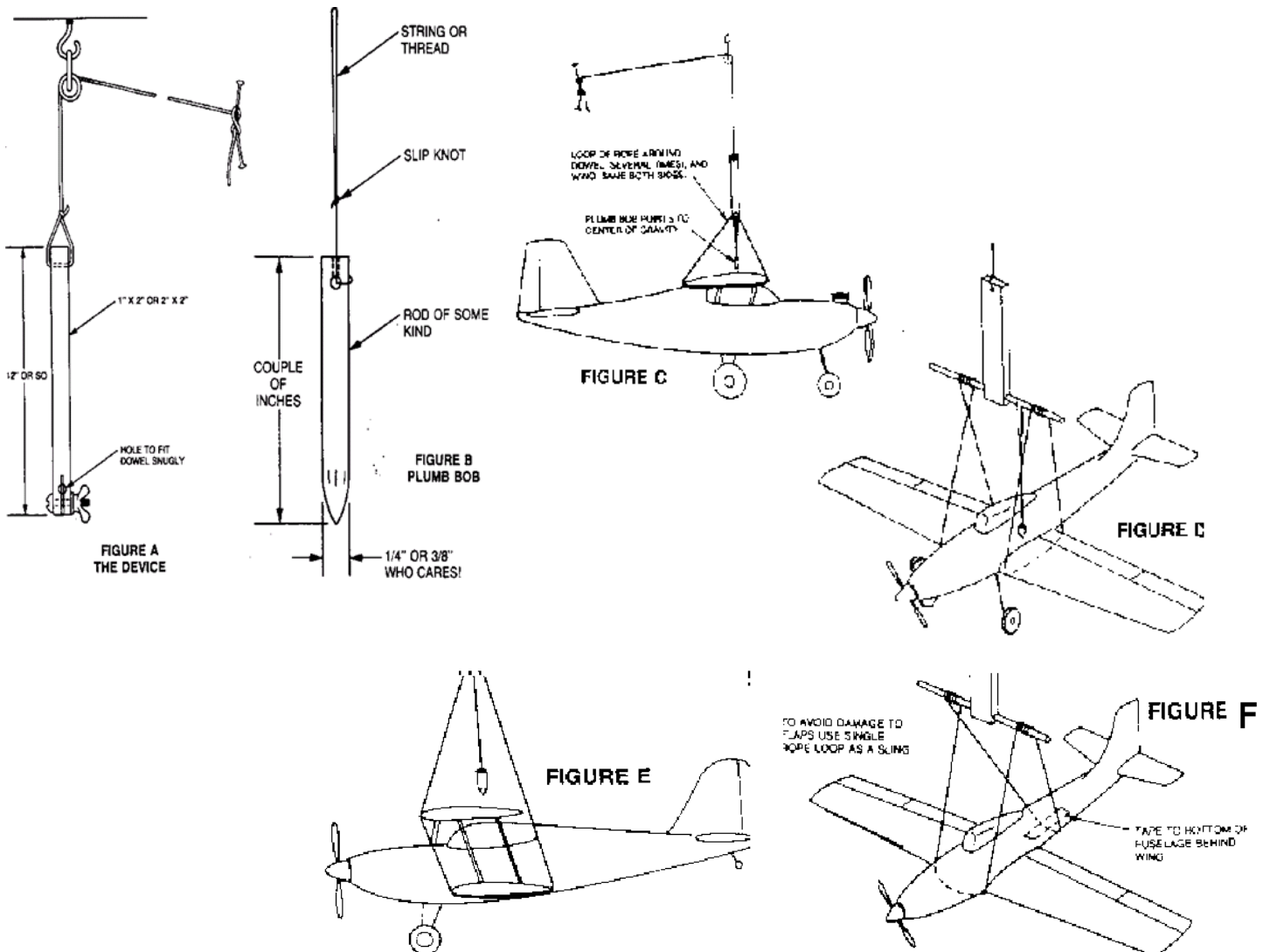
when you hoist it. While it is still up there, you can add weight to the nose or tail, adjust the attitude to level flight again by rotating the dowel, and see before your very eyes where the C.G. has moved to. After a couple of tries you should know exactly how much weight to put where.

Versatility.

Fig. C shows a high wing trainer, but the device works equally well with a low or mid wing pattern type aircraft (Fig. D). With a biplane, just put the loop around both wings (Fig. E). You say you have a J3 Cub with wing struts that get in the way! No problem; make a pair of 40" ropes with a loop at one end and a little wire hook at the other end. Feed this under the wing, around the dowel, and put the hook in the loop.

If you have flaps or strip ailerons that come close to the fuselage, and may not support the weight put on them by the ropes, a couple of things can be done. Make a single large loop of rope and sling it under the fuselage fore and aft of the wing as shown in Fig. F. Tape the rope to the bottom of the fuselage, far enough behind the wing to keep the rope off the trailing edge. Or cut a piece of balsa (or Styrofoam, or aluminum) an inch or so wide and a bit longer than the chord of the wing at the root. Place this under the wing with the rope beneath. Make sure they stay in place as you hoist the model. A delta can be tested with the single loop fuselage sling method (Fig. F) by putting a strip of 3/32" balsa beneath the fuselage. The strip must be long enough to be held by the front sling, and protrude behind the wing for the rear sling.

Take a few minutes to put one of these things together. The dimensions and the materials are almost unimportant. It's the configuration and gravity that do the job. From then on you will know exactly where the Center of Gravity is. Where it should be or where you like it to be is your problem.



Terry Grimes called the meeting to order.

Reports:

Treasurer – Terry Powell gave report including auction details.

Minutes of March meeting – approved

Visitors –

Ryan from Finley's Hobby shop – Welcome!

Calendar – website is up to date.

Combat nights have been posted

Safety – Gene Morse had nothing to report.

Newsletter – please send articles!

Website – nothing new, and nothing has been posted yet on Combat

Chapin – Glenn Watters reports that there is a lot of traffic at the park. Asked if a spectator area should be marked. Terry Grimes reported that the boundaries of the flying area have been marked off with steel posts and flags. There has been some damage to the field from golfers. Signage is still being posted. Members are encouraged to bring additional ideas as they visit the site and review what has been posted. The city is hoping to have the Hydraulic entrance (closer to the dog area) finished by summer.

Beech – Terry Grimes has installed the new windsock. Reminder that we need to keep vehicles off the grass – no driving or parking on the grass. Vehicles need to be parked on the pavement and equipment should be carried in.

Afton – Don Pemberton reports that the water in the lake is high. Windsock is ok there.

Chapin Fun Fly – April 10 will be a Fun Fly – open with no landing fees.

Fall Jumbo Fly – Bob Hernandez reported that the IMAA and AMA sanctions have been obtained, and we are on their calendars, and on the Afton calendar. This is a Toys for Tots event. Landing fee will be a \$5 fee (to cover food) and an unwrapped toy for the Toys for Tots event. Marine Corps have been contacted. Fox News may be there to cover the event as well. Bob will contact other local news organizations too. He plans to contact the Goddard Boy Scouts to help too. Will be promoted locally as an air show vs. a fly-in to attract more local spectators. He will need lots of help from the club members – so plan to be there!

IMAC Event – Glenn Harper will start working on it now that we know the city will permit it. Gene Morse will put together an article for the newsletter.

City Exhibition – April 17th the city would like to have a good number of flyers out there flying for the official grand opening of the park.

Auction – Fred Harvey reported that the auction was a real success and made a little more than last year. Had a real need for clerical assistance, so this should be a focus next year. Also had issues with the accounting system because of a power issue. Ended up with 41 sellers, 2 left because of bad weather in western Kansas. Thinks they had more quality items this year. Table one was particularly profitable. Thanks to all the volunteers. Huge thanks to Fred for all his work.

Combat – Matt Paulson asked the club if we can shut down Chapin for Tuesday night combat, and asked Terry Grimes for the status. Terry Grimes explained that we may not have that option because the city may not allow it, and also we have lots of non WRCC flyers there too. Group consensus was that they will work on showing a real presence and a following to justify closing the field for this activity. Matt Paulson, Paul Fawcett, and Gene

Morse will work harder on communication with the Combat group to help remind people and for cancellations if necessary. Terry Grimes recommended that we hold off for a couple months to see how it goes. Matt brought some info sheets to hand out.

Club Roster – Don Pemberton asked if we will have a club roster posted on the website. Terry Grimes reminded that the club voted not to have the roster made public. We will have a roster available at club meetings for people to review with information blanked out for anyone who didn't want their info shared. If anyone needs to send a message to the club, he or Dawn Morse can forward to the club.

AMA Rosters – Dawn Morse asked group to look at the current membership lists and let her know if there is anyone on the wrong list.

New Business:

Wichita Aviation Museum – Terry Grimes reported that the museum has some water damage that they need funds to fix. They have a donor that will match contributions. If you would like to make a contribution, please do.

Pylon Racing – Scott Stoecker reported that they would like to do some pylon racing at Afton June 5th and 6th and again on September 18th and 19th. Would like to connect it to the WRCC, although it is already funded by the organizers. Scott made a motion to use WRCC as the sanctioning club. Matt Paulson seconded. Motion carried.

The group took a break.

The group reconvened at 8:15.

Terry Grimes reminded everyone to fill out an attendance ticket at each meeting to be in the drawing for a new radio at the end of the year.

Show and Tell:

Doug Crumley brought a scale **Super Cub** he is working on to replace his current model. He shared the modifications he is working on to make it scale including fancy landing lights! Nice plane, Doug – we look forward to seeing it at the field!

Marvin Blankenship showed his newly completed **Katana ARF**. The instructions were difficult, and the CG recommendation was more than 1.5 inches off after the first flight. Thanks for sharing it with us Marvin!

Paul Fawcett showed their new daughter. Her name is Eliot Aston. She was born March 17th, 8lbs, 2oz, 19" long. She was a very quiet guest.

Attendance Drawing:

Bob Hernandez won \$20! Next drawing will be back to \$15.

Raffle:

Mike Tallman	Glenn Harper	Paul Fawcett
Matt Paulson (2)	Bob Maltby	Terry Powell (2)
Dennis DeMoure (2)	Larry Tener	Terry Grimes
Richard Bereman	Gene Morse	

Meeting adjourned